

# ***SUMMARY of CHANGES***

Camp Roberts Regulation 95-1  
Army Airfield (CRAAF) Standing Operating Procedures (SOP)

This SOP supersedes Camp Roberts Regulation 95-1, w/changes, dated 1 July 1991.

This printing publishes a complete revision of this publication. Due to extensive changes, the changes have not been highlighted.

**Camp Roberts Regulation 95-1**  
(IAW- DA PAM 25-40/ App H)

Aviation  
(IAW- DA PAM 25-40/ App H)

**Army Airfield/Heliport  
Operations**

Headquarters  
Camp Roberts  
Camp Roberts, CA  
06 December 2004

**UNCLASSIFIED**

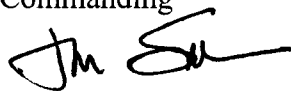
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## Army Airfield/Heliport Operations

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**Summary.** This regulation outlines the standard operating procedures for Army Airfield/Heliport Operations at Camp Roberts.

**Applicability.** This regulation applies to all individuals and organizations utilizing facilities and training areas at Camp Roberts.

**Proponent and exception Authority.** The proponent of this regulation is the Director of Personnel and Resource Management at Camp Roberts, CACR-DRM. The CACR-DRM has the authority to approve exceptions to this regulation that are consistent with the controlling law and regulation. The CACR-DRM may delegate this authority in writing to a division chief with the proponent office that holds the minimum grade of Captain, Warrant Officer 3,

or civilian equivalent.

**Interim Changes.** Interim changes to this regulation are not official unless they are authenticated by the CACR-DRM, Headquarters, Camp Roberts.

**Suggested Improvements.** Users are invited to send comments and suggested improvements directly to Commander, Camp Roberts ATTN: CACR ANG Camp Roberts, CA 93451-5000

**Distribution.** Distribution of this regulation is made using Formula C, CR Reg 25-31, Distribution of Camp Roberts Regulations.

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## **Chapter 1**

### **General Provision**

#### **1-1. Purpose**

The policies and procedures described herein shall govern the operation of all aircraft and define responsibilities of aviation units and personnel operating from the Camp Roberts Military Installation and Camp Roberts Army Airfield (CRAAF). Additionally, these policies and procedures, when adhered, promote aviation safety. They are directive in nature and supplement existing Department of the Army, National Guard Bureau, California Army National Guard, Camp Roberts, and Federal Aviation Administration regulations.

#### **1-2. References**

Required and related publications and referenced forms listed in Appendix A.

#### **1-3. Explanation of Abbreviations and Terms**

Abbreviations and special terms used in this regulation are defined in the glossary.

#### **1-4. Authority and Final Decisions**

The Installation Commander (IC) or authorized representative, unless otherwise stated in this regulation, has authority for final decisions on aviation operations on the Camp Roberts Military Installation.

#### **1-5. Deviations**

*a.* All proposed deviations from this regulation, due to unique training requirements, must be requested in writing to Director of Plans, Training, Mobilization and Security (DPTMS) on a CR Form 307 within 72 hours of the proposed activity. Items included, but not limited to, are: Activity, Date/Times, Location, Routing (with overlays), Communications, and Safety Measures.

*b.* Unapproved deviations or deviations caused by emergencies are reported to the Airfield Commander or DPTMS.

*c.* Flight Violations. Alleged flight violations are reported IAW AR 95-1.

#### **1-6. Responsibilities**

*a.* When Airfield Operations is open, the Airfield Commander, Camp Roberts AAF, is responsible to the IC and the DPTMS Director for

(1) Ensuring compliance with aviation regulations, policies and procedures set forth.

(2) Acting as an aviation liaison between using units and the IC or DPTMS.

(3) Advise DPTMS and aviation units/personnel of anything that would be considered hazardous to aviation operations or would jeopardize the safety of anyone.

(4) Managing Airfield Operation to support and assist aviation units during training exercises.

*b.* When Airfield Operations is closed, the aviation unit commander is responsible for procedures outlined in Para 1-6a(1) - (3).

c. Before training at Camp Roberts, aviation units will prepare a CR Form 307, per CR Reg 350-1 to request use of Camp Roberts Training Areas (TA), airfield, fuel, etc. DPTMS must receive the CR Form 307 ninety (90) days prior to training start date. The unit must update any training changes to the CR Form 307 prior to arrival at Camp Roberts.

d. Prior Permission Requests (PPRs) are required for all aircraft operating to and within the Camp Roberts Military Installation. All PPRs shall be requested and approved by Range Control. A 24-hour prior notice is required. Additionally, coordinate PPRs with Airfield Operations (if open).

e. Aviation units using an Air Traffic Service (ATS) agency while operating from CRAAF or the Camp Roberts Heliport shall coordinate a Memorandum of Agreement with Airfield Operations prior to conducting the training or operation.

f. All aviation units/personnel operating on the Camp Roberts Military Installation will become familiar with the contents of this regulation.

g. Airfield Operations/Safety Briefing.

(1) All aviators attending Annual Training (AT) or participating in training exercises at Camp Roberts will receive an Airfield Operations/Safety briefing from the Airfield Commander or his representative. The brief will include information concerning restricted areas, ranges, facilities, current NOTAMs, operations, and training. Airfield Operations will maintain a list of briefed aviators and only those aviators who have received this brief may fly within the Camp Roberts Military Installation (R-2504 and TAs) during that period. Additionally, aviation assets that train at both Camp Roberts and Fort Hunter Liggett are responsible for obtaining a safety briefing from Ft. Hunter-Liggett prior to utilizing their training areas.

(2) Aviators who have not received this Camp Roberts briefing, may conduct flight missions if the following requirements are met:

(a) When Airfield Operations is open, Pilots in Command (PCs) of transient aircraft or short-term flight missions may receive a "Limited" Airfield Operations/Safety briefing pertinent to their flight from the Airfield Commander or his representative.

(b) When Airfield Operations is closed, PCs will receive a briefing from Range Control that is only valid for the flight mission on that day/period.

h. All PCs while attending AT or participating in training exercises at Camp Roberts, who are not familiar with the Camp Roberts Military Installation, will receive an orientation flight of Camp Roberts. The unfamiliar PC will also receive an additional night orientation flight for night missions.

## **Chapter 2**

### **Airfield/Heliport Operations/Airspace**

#### **2-1. Location**

Camp Roberts cantonment area is located at coordinated 35° 48' N and 120° 45' W, 10.5 NM on the 305° radial from the PRB vortac. It is displayed on the Los Angeles Sectional Aeronautical chart and the Camp Roberts Military Installation Map.

#### **2-2. Local flying Area**

IAW AR 95-1 the Camp Roberts Local Flying Area is defined as the area enclosed by the boundaries of the Pacific Ocean coastline via the Panoche VORTAC 037° radial to the Panoche VORTAC, from the Panoche VORTAC 134° radial to the Avenal VORTAC,

and from the Avenal VORTAC on the 210° radial to the Oceano county airport (L52). The local flying area is depicted in Appendix B.

### **2-3. Camp Roberts Army Airfield**

*a.* Camp Roberts Army Airfield (East Garrison) (GQ 039658) is located at coordinates 35° 49' N and 120° 44' W, 11.0 NM on the 312° radial from the PRB VORTAC. (See Appendix C).

(1) Elevation is 630 feet MSL.

(2) Runway: 14-32; hard surface; 2760' long; and 75' wide. Runway load bearing capacity will support all rotary wing aircraft in the Army aircraft inventory. The runway is closed to all fixed wing aircraft.

(3) Four helipads are located on CRAAF. Two helipads located on the short taxilane parallel to the runway near the tower building and marked by Maltese crosses are designated as Helipad "A" (Pad "Alpha") (Adjacent to the South Ramp) and Helipad "B" (Pad "Bravo") (Adjacent to the North Ramp). The helipad located on the approach end of 32 and marked by lights only is designated Helipad "C" (Pad Charlie). The helipad located mid-runway and marked by a Maltese cross is designated Helipad "D" (Pad "Delta").

(4) The North Ramp is designated for skid aircraft. The South Ramp is designated for UH-60s, OH-58s and AH-64s. The West Ramp does not have designated parking spaces, however, it is large enough to accommodate CH-47s and flights of numerous aircraft. Coordinate aircraft parking with the PPR.

(5) A 15-knot lighted windsock and wind tee, within the segmented circle, are located mid-field on the East Side of the runway.

(6) Lighting:

(a) Helipad's "B", "C" and "D" have white lights. The taxiway to the North Ramp has blue lights and the North Ramp is outlined with blue lights. The windsock and wind tee have white lights.

(b) The helipad, taxiway/taxilane, ramp, windsock and wind tee lights are available automatically during the hours of darkness through automatic timers. When Airfield Operations is closed, pilot controlled lighting may be available through coordination with the Airfield Commander.

(7) Cautions: power lines located west of and parallel with the runway.

### **2-4. Camp Roberts Parade Field Heliport (CRPFH) Data**

*a.* RPFH is closed until further notice and is depicted as closed in the VFR Supplement. Only the MEDEVAC pad is operational and is limited to two aircraft.

*b.* Camp Roberts Parade Field Heliport (CRPFH) is located at coordinates 35° 48' N and 120° 45' W, 10 NM (GQ 043631) on the 308° radial from the PRB VORTAC. (See Appendix D). Note: Heliport is located within the center portion of the Camp Roberts Parade Field.

(1) Elevation is 620 feet MSL.

(2) A 15-knot windsock is located mid-field on the telephone pole on the East Side of the heliport.

(3) Lighting: The MEDEVAC Maltese landing pad has white lights and the MEDEVAC parking pads have amber lights. The windsock is lighted and a floodlight illuminates a portion of the transient parking ramp.

(4) Heliport procedures:

(a) Aircraft will be shut down "ONLY" in designated ramp parking. Crewmembers



will remain with the aircraft, if shutdown is required, while waiting for passengers.

(b) For remaining over night (RON) or long-term parking of helicopters, other than site support MEDEVAC, prior permission is required from the Airfield Commander, when Airfield Operations is open, or from DPTMS, at all other times. Transient aircraft will be parked at East Garrison Airfield.

(c) MEDEVAC Helipad and parking spaces, located on the West Side of the heliport, are for site support MEDEVAC helicopters only.

(5) CAUTION: A fuel Distribution Point is located on the southeast end of the Parade Field. DO NOT OVERFLY.

## **2-5. Other Helipads**

a. Range Control Helipad (GQ 003625) (See Appendix E). A PSP helipad is located at Range Control and prior permission to land is required from Range Control. Contact Range Control, FM Frequency 38.90, prior to landing. Three PSP parking pads are located southwest of the helipad. Lighting: Not available.

b. Ranch House Helipad (FQ 989604) (See Appendix F). An asphalt helipad is located at the Nacimiento Ranch House. Prior permission is required from DPTMS or the Airfield Commander. Contact Range Control, FM Frequency 38.90, prior to landing. Lighting: Not available.

c. SATCOM Helipad (GQ 033568) (See Appendix G). An asphalt helipad is located at the SATCOM site and prior permission to land is required from SATCOM Commander and coordinated with DPTMS or the Airfield Commander. Contact Range Control, FM Frequency 38.90, prior to actual landing. Lighting: Not available.

d. Headquarters Helipad (GQ 031636) has decertified this helipad and no landing are permitted.

e. Camp San Luis Obispo (See VFR supplement under O'Sullivan AHP).

f. In training areas, battalion level and higher headquarters may establish helipads, adjacent to their tactical command posts. The following requirements must be met:

(1) The Airfield Commander must receive tactical helipad information a minimum of 24-hours prior to use. When Airfield Operations is closed, coordinate with Range Control.

(2) Provide the following information to Airfield Operations or Range Control, as applicable, for proper coordination:

(a) Coordinates.

(b) Unit designations, number and type of aircraft, and period of operation.

g. Field sites used for as landing or pick-up zones (LZ/PZs), should meet all safety and aviation regulations. Prior to use, the unit Operations and/or Safety Officer must approve all field site LZ/PZs. If an Operations or Safety Officer is not available, the PC is responsible to determine if the LZ/PZs are safe for operations.

## **2-6. McMillan(Assault Strip ) Data**

a. McMillan (Assault Strip) (GQ 020548) is located at coordinates 35° 43' N and 120° 46', 7 NM on the 277° radial from the PRB VORTAC. (See Appendix H). McMillan is an Unmanned Aerial Vehicle Traffic Area.

(1) Elevation is 920' MSL.

(2) Runway 10-28; paved surface; 3500 feet long, with 300 feet overruns on each end; 65 feet wide.

(3) CAUTION: 4 foot high fence encompasses the runway.

b. McMillan is not an active airstrip for military training.

## **2-7. Drop Zone (DZ) Locations**

- a. The following DZs have been established for military parachute and air drop operations. Nacimiento DZ, Twin Brothers DZ (Helicopter Drop Only).
- b. For DZ information and special instructions, (See CR Reg 350-1).

## **2-8. Communications**

- a. Camp Roberts Army Airfield Radio Frequencies:

UHF	241.00	(Primary)	243.00	(Emergency)	(During Advisory/Tower Ops.)
VHF	**126.20	(Primary)	121.50	(Emergency)	(Range Control/During Advisory/Tower Ops.)
FM	41.50	(Primary)			(During Advisory/Tower Ops.)
FM	*38.90	(Primary)			(Range Control, MEDAVAC and Advisory)

Caution: Limit use to safety related communication only.

Caution: Tusi Advisory (Fort Hunter Liggett) uses the same VHF and frequencies as “Roberts Advisory”.

- b. Telephone communications are available to the FAA Flight Service Station (FSS), Hawthorne (HHR) CA. A restricted access line to Hawthorne FSS is available at Airfield Operations, Bldg. 27109 (East Garrison). When Airfield Operations is open, telephones are available for units to coordinate POL and flight plans. When Airfield Operations is closed, a telephone is available through an access panel near the front door.

## **2-9. Air Traffic Advisory**

- a. Establish contact with “Roberts Advisory” 10 minutes prior to landing and upon departing CRAAF or Camp Roberts Heliport for advisory information. Range Control must also be notified ten minutes prior to arrival to ensure that the PPR has been activated. When Airfield Operations is closed, contact “Roberts Range Control” on FM 38.90, 10 minutes prior to landing and upon departing CRAAF or Camp Roberts Heliport for advisory information.
- b. If aviators cannot establish radio contact, then use standard radio procedures for uncontrolled airfields, stating intentions and using established traffic patterns. (See para 2-10).
- d. If a PC intends to deviate from the advisory information or established procedures as outlined in this regulation, he will announce on the radio his intentions to deviate and his course of action.

## **2-10. Traffic Patterns**

- a. All aircraft landing and taking off from CRAAF or CRPFH will make radio contact from the airfield/heliport or prior to hovering/taxiing for take-off with either “Roberts Advisory” or “Roberts Range Control”.
- b. All aircraft arrivals and departures will fly clear of all buildings, obstructions, parked aircraft and vehicles, etc.
- c. Camp Roberts AAF: Rotary wing traffic pattern altitude is 1100 feet MSL. The downwind leg is west of airfield and should closely parallel Highway 101/Salinas River. The traffic pattern entry is accomplished with a direct entry downwind, base or straight-in approach, to preclude overflying restricted area R-2504 and the MATES facilities.

*d.* Camp Roberts Parade Field. Rotary wing traffic pattern altitude is 1,100 feet MSL. The downwind leg is east of the heliport and should closely parallel Highway 101. The modified 45° base and crosswind legs is over the southeast or northeast corners of the Parade Field.

## **2-11. Crash Fire Rescue Support**

*a.* Crash Fire Rescue personnel are not available at CRAAF. The Camp Roberts Fire Department, MEDEVAC and TMC will provide limited aircraft emergency service.

*b.* The CRAAF Pre-Accident Plan identifies the primary and alternate means of telephone communications for Crash Fire Rescue.

**2-12. Military Operational Areas (MOA's) vic Camp Roberts AAF.** Refer to the Los Angeles Sectional Aeronautical Chart, DOD FLIP, AP/1A and Special Use Airspace.

## **2-13. Restricted Area R-2504 (Camp Roberts)**

*a.* See DOD FLIP AP/1A, Special Use Airspace, for a description of R-2504.

*b.* Aircraft may use Transponder code 4000, IAW DOD FLIP (Flight Information Handbook) when operating in the restricted areas, unless FAA ATC has assigned a different code.

*c.* Aircraft will not enter R-2504, unless radio contact has been made with Range Control and approval received. Aircraft must have an operable FM radio and a current Camp Roberts map to enter R-2504.

*d.* Violation of R-2504. Aviators entering the restricted area without proper coordination are subject to actions IAW 95-1 and AR 95-2. The Airfield Commander will prepare a DA Form 2696 (Operational Hazard Report/ OHR) and forward it in accordance with AR 385-95. The Department of Army Regional Representative (DARR) for the Western-Pacific Region will receive a copy of the OHR.

*e.* Prior to entering R-2504, aviators must know all current information concerning ranges and firing point locations. When Airfield Operations is open, all aviators will receive critical information during the required Airfield Operations/Safety briefing. When Airfield Operations is closed, aviators will receive a briefing from Range Control. (See para 1-6g).

*f.* Range Control will give current range information regarding "Hot" ranges and firing points on FM 38.90. If an aircraft departs R-2504 and returns or is shutdown within R-2504, the aviator must contact "Roberts Range Control" to update range information, unless the frequency was monitored for the current range status.

*g.* Occasionally, high performance tactical aircraft operate in R-2504 from the surface to 15,000 feet MSL. Range Control will provide current information and times of operations on FM 38.90 and VHF 126.20. Airfield Operations will publish temporary NOTAMs.

*h.* Detailed information regarding ranges and firing points is contained in CR Reg 350-1. See Appendix K for a list of ranges and firing points.

## **2-14. Restricted Area R-2513 Fort Hunter Liggett (FHL)**

*a.* Access routes from Camp Roberts to FHL are the Bradley Pass and San Antonio Pass with entries at 2,500 feet MSL and exits at 3,000 feet MSL.

*b.* For additional information refer to FHL Reg 350-2.

## **2-15. Training Areas (Camp Roberts)**

- a.* Camp Roberts Training Areas are identified by “alpha” designations with “numerical” subdivisions. Use of TAs is authorized/approved by Range Control. (Refer to CR 350-1 for more information).
- b.* Aircraft will operate only in TAs requested and authorized by the aviation unit or the supported unit. A current Camp Roberts Range Bulletin lists authorized TAs.

## **2-16. Paso Robles Municipal airport**

- a.* Aviators must exercise prudent judgment to minimize noise, congestion, and maximize “Fly Neighborly” actions when operating at Paso Robles Municipal Airport.
- b.* See IFR supplement for more information.

## **2-17. Local Flying Area Rules**

- a.* Weather minimums: VFR flight minimums are IAW AR 95-1. Terrain Flight minimums are IAW Appendix J, para J-7. NVDG minimums are IAW Appendix K, para K-2d.
- b.* Aircraft will not fly across or within the safety fan of a gun-target line or between an active firing point and the lateral limits of the impact area. If a flight mission requires a “Check Fire”, the aviators must coordinate with Range Control prior to the flight. Do not request a “Check Fire”, while in the air to continue a flight mission, unless it is a MEDEVAC or an emergency. In the event that a MEDEVAC is required inside that area, the “Check Fire” will be requested and confirmed prior to the aircraft entering the area. Guns have to be checked, placed on safe, and ammunition has to be secured prior to entry and confirmation. This may take up to 10 minutes.
- c.* Aircraft will not fly over:
  - (1) The area designated as Impact Area. Only the “Range Sweep” aircraft will overfly this area when under the direct control of the Range Control Officer or his designated representative.
  - (2) Camp Roberts Headquarters (GQ 031637).
  - (3) Ammunition Supply Point (ASP) (GQ 004620).
  - (4) SATCOM site (GQ 033566). Aircraft will remain ½ KM from the site.
- d.* With the exception of operations to the Camp Roberts Heliport and MEDEVAC Helipad, landings are not authorized in the cantonment area. A line around grid coordinates GQ 024635, GQ 031653, GQ 067613 and GQ 044618 bound the cantonment area.
- e.* Minimum altitude while flying over the Camp Roberts Military Installation is 500 feet AGL, unless otherwise approved by the Airfield Commander.
- f.* Traffic patterns at Camp Roberts AAF and Camp Roberts Heliports are to be performed IAW AR 95-1. (See para 2-10).
- g.* The Camp Roberts noise abatement policy “PROHIBITS” the overflight of populated areas and aircraft must remain above 1000 feet AGL when in the vicinity of Bradley, San Miguel, Paso Robles, Templeton and Atascadero.
  - (1) Aviators/aircraft will maintain a minimum 1000 feet AGL when in the vicinity of the Nacimiento and San Antonio Reservoirs.
  - (2) Aviators/aircraft will not overfly Hearst Castle and will remain five (5) NM away from the site.
  - (3) When over-flying the Pacific Coastline refer to the minimum altitudes as listed on appropriate Sectional Aeronautical Chart.

(4) Aviators/aircraft will maintain a minimum of 1000 feet AGL while flying over populated and noise sensitive areas depicted in the Local NOTAMs.

## **2-18. Aviation Safety**

a. The purpose of the Army Aviation Accident Prevention Program is to ensure accomplishment of the Army Aviation mission through improved operation of aircraft and the prevention of aircraft accidents. Active participation of all personnel is necessary for an effective safety program. (See CR Reg 385-95).

b. All aviators attending AT will receive an Airfield Operations/Safety briefing IAW CAL ARNGR 385-95, C1, Para 2-8f and includes items listed on the Annual Training /Field Training Exercise Briefing Checklist.

c. Camp Roberts Pre-accident Plan. (See CR Reg 385-95).

d. An Operational Hazard Report (DA Form 2696-R) is used to notify the Airfield Commander or DPTMS of any aspect affecting the safety of Army aircraft, personnel or equipment. The Airfield Commander will immediately investigate all contributing hazards and correct all unsafe actions. If a higher level of command is necessary for the appropriate corrective action, the Airfield Commander will forward the OHR to that command level.

e. Aviation safety publications. Army Aviation Safety Training Pamphlets, Regulations, bulletins, notices and posters are displayed on bulletin boards in Airfield Operations to aid in accomplishing missions.

## **2-19. Ground and Vehicle Operations**

a. Pedestrian Traffic. All personnel, except those having assigned duties on the airfield or heliport, will obtain permission from Airfield Operations, or DPTMS, when Airfield Operations is closed, prior to proceeding onto the airfield, heliport, helipads or ramps. Personnel maneuvering in unlit areas area around the airfield or heliport (Parade Field) at night will display a lighted flashlight. CAUTION: Pedestrians are not authorized to walk across the Camp Roberts Parade Field.

b. Vehicular Traffic:

(1) Except for emergency vehicles, aircraft servicing vehicles, or ground handling equipment, are not allowed on the airfield, heliport, helipads, or ramps without authorization from Airfield Operations or DPTMS. Vehicle operators will receive special instructions concerning airfield traffic control, tower signals, and particular hazards involved before driving on the airfield, heliport, helipads or ramps.

(2) Vehicle Operating Standards. (See Appendix H).

## **2-20. Aircraft Security**

a. IAW CR Reg 190-13, Appendix H, the primary responsibility for aircraft security rests with the aviator and/or aviation unit commander. They must take appropriate measures to ensure that aircraft are properly secured or safeguarded.

b. When aircraft are left at Camp Roberts, due to maintenance problems, etc., the PC or unit representative must accomplish, as a minimum, the following requirements.

(1) Coordinate aircraft security.

(2) Notify Airfield Operations, or DPTMS/SDO if Airfield Operations is closed, with the following information: Location, reason, means of security, location of keys, logbook, and status of recovery.

## **Chapter 3**

### **Flight Regulations and Aircraft Operations**

**3-1. Airfield Operations.** Airfield Operations is located in Bldg. 27109 at Camp Roberts AAF (East Garrison). The dates and times of operation will be posted in DOD FLIP NOTAMS or memorandums.

#### **3-2. Flight Plans**

*a.* “Non-Local Flight Plans”: IAW the provisions of AR 95-1, a Military Flight Plan (DD Form 175) is used for all flights originating from Camp Roberts AAF or the Camp Roberts Military Installation and terminating at airfields other than Camp Roberts AAF or the Camp Roberts Military Installation. It is the responsibility of the PC to both open and close these flight plans with FSS.

(1) When Airfield Operations is open, all flights that require a DD Form 175, departing from the Camp Roberts Military Installation, including Camp Roberts AAF, Camp Roberts Parade Field Heliport, and field sites, will have a flight plan filed through Airfield Operations. Airfield Operations will file the flight plan with Hawthorne FSS. Note: Aviators may file flight plans with Airfield Operations via telephone, if the situation requires it.

(2) When Airfield Operations is closed, the PC or unit flight operations will file the flight plan directly with Hawthorne FSS by phone.

*b.* “Local” Flight Plans. Local flights departing and terminating at Camp Roberts Army Airfield or the Camp Roberts Military Installation may utilize a “Local” DD Form 175 and file with Airfield Operations. “Local” flight plans must adhere to the following:

(1) The entire flight is flown within the Camp Roberts Local Flying Area. (See para 2-2 and /or Appendix B for a description of the local flying area). If the flight is to take place West of HWY 101, Range Control must be contacted prior to crossing the highway and again departing the Training Areas for the airfield.

(2) Communication maintained through normal radio traffic. If flight following with Airfield Operations, aviators must call “Roberts Advisory” if operating East of the highway and “Range Control” if operating West of the highway with an “Ops Normal” report every 30 minutes.

(3) Flight Plan must not end after Airfield Operations closes. If this is unavoidable, unit must obtain approval from Airfield Operations.

(4) Deviations from flight plans will be updated immediately with “Roberts Advisory”, or “Range Control”, as appropriate.

(5) Airfield Operations, FSS, or the aviation unit’s flight operations will maintain flight following.

NOTE: Range Control does not provide flight following nor are they responsible for the closure of flight plans or search and rescue.

*c.* IFR Flight Plan: IMC departures are possible from CRAAF. The flight plan must be filed at least one hour, preferably two hours in advance of Estimated Time of Departure (ETD). This will facilitate entry into the ATC route structure. The PC will obtain the clearance either from Oakland Center via radio or via telephone from Hawthorn FSS. If obtained by telephone, the clearance should contain a “time window” in which the PC will takeoff or the clearance is void. If the takeoff window cannot be met, the PC must inform ATC or search and rescue operations will commence 30 minutes after void time. If unable to obtain an IFR clearance, file the flight plan as a VFR/IFR composite IAW the DOD FLIP, GP. PC must meet all requirements listed in AR 95-1.

*d.* **MEDEVAC Flight Plans:**

(1) When Airfield Operations is open, a proposed flight plan (DD Form 175) for the Stand-by MEDEVAC crew, will be on file at Airfield Operations and updated with each crew change. Via radio, crew must provide information regarding destination data, ETE, etc., to “Roberts Advisory” upon liftoff from the MEDVAC Helipad and/or the field/mishap location. Airfield Operations will file a “Local” Flight Plan or DD Form 175, as necessary.

(2) When Airfield Operations is closed, the proposed flight plan (DD Form 175) is on file at the MEDEVAC building. When MEDEVAC is activated, the flight plan is filed with Hawthorne FSS, by phone as time permits, otherwise via radio in the air.

*e.* **Closing Flight Plans.** Aviators will close flight plans terminating at Camp Roberts Military Installation with CRAAF. When CRAAF is closed, aviators will contact Hawthorne FSS via landline (or radio when landing is assured) to close flight plans (9-1-800-WX BRIEF).

### **3-3. Weather Briefing**

*a.* Aviators are individually responsible for obtaining weather briefings for the flight intended to include flight routes and destinations. Weather information is entered on the DD Form 175-1 and is required for all flights except VFR flights in the Local Flying Area.

*b.* Weather forecasters are available at Davis Monthan AFB (DSN 228-6588, COM 528 228-6588) or 1-800-WX-BRIEF. In the absence of a forecaster, the procedures as outlined in AR 95-1 will be followed.

### **3-4. Notice to Airmen (NOTAMs)**

*a.* FAA NOTAMs: When open, Airfield Operations will obtain and post FAA NOTAMs from HHR FSS. The PC will obtain FAA NOTAMs, at other times.

*b.* Camp Roberts Local Area NOTAMs are published by Airfield Operations. All aviation units training at Camp Roberts will receive distribution of NOTAMs.

### **3-5. Range/Firing Points Status**

*a.* See Appendix I for Range and Firing Point Locations.

*b.* Prior to entering R-2504, aviators must know current information about range/firing point locations. Range/Firing point information is transmitted on FM radio by range “alpha numerical” and firing point “number”.

**CAUTION:** Ranges and Firing Points have similar numbers and not all are depicted on the Camp Roberts Military Installation Map. Ensure you distinguish between “range” and “firing point” when transmitting or receiving range information.

*c.* If an aircraft is about to enter or is within a surface danger area or the impact area, the procedures for an immediate cease-fire of all weapons are employed. (See CR Regulation 350-1).

### **3-6. Aircraft Ground Operations**

When Airfield Operations is open, “Roberts Advisory” will direct all taxiing and hovering conducted on taxiways/taxi lanes and surfaced ramps.

### **3-7. Aircraft Refueling**

All aircraft refueling and de-fueling operations will conform to procedures as outlined in

appropriate TMs and regulations. Any safety or operational problems are reported to Airfield Operations, when open, and to Director of Installation Support Logistics Fuel (DIS-LG-F), at all other times. A safety hazard involving a fuel spill is reported to the Camp Roberts Fire Department.

*a.* Fuel availability for transient aircraft.

(1) When Airfield Operations is open, JP-8 may be available at Camp Roberts AAF on a PPR basis.

(2) When Airfield Operations is closed, JP-8 may be available at DIS-LG-F during duty hours. Coordinate arrangements with DIS-LG-F, in conjunction with the PPR requested from Range Control. (See para 1-6d).

*b.* Procedures:

(1) The POL Fuel Handler is responsible for dispensing all JP-8 from the tanker.

(2) The POL Fuel Handler will standby the POL tanker to respond in the event of an emergency by shutting of the fuel and electrical power, etc. A crewmember or pilot will refuel the aircraft.

(3) The PC is responsible to ensure that appropriate forms are completed. All military aircraft will use DD Form 1898 (assigned for that particular aircraft tail number) to receive JP-8.

*c.* Bulk fuel Issue: Bulk fuel distribution of JP-8 is coordinated through prior arrangements with DIS-LG-F. Normally, fuel forecasts and requests are annotated on a CR Form 307 (see para 1-6c).

*d.* Forward Area Refueling Point (FARP). Aviation units intending to set up FARP training/operations in the field must have prior approval from DPTMS and Camp Roberts Environmental Office. The unit will provide information regarding location, environmental concerns, digging and containment issues before beginning operations.

### **3-8. Visitor (VIP) Arrivals**

The following responsibilities apply:

*a.* Aviators should contact Airfield Operations for coordination and advisory instructions. If Airfield Operations is closed, contact Range Control.

*b.* If changes or delays in flights occur, notify "Roberts Advisory" or "Roberts Range Control" for assistance.

### **3-9. Terrain Flight Operations** (See Appendix J).

### **3-10. External Loads & Hoist Operations**

All planned external load and hoist operations training areas are requested through DPTMS using CR Form 307. TA "H" has been designated the practice external load and hoist operations training area. Aviators will notify "Roberts Advisory" or "Roberts Range Control" when training operation commences and terminates.

*a.* External Load Operations:

(1) Requires an OPLAN overlay of the proposed route for the external loads.

(2) Aircraft with external loads will not over-fly buildings and occupied troop areas.

(3) IAW CA ARNG 95-1, the State Aviation Office (SAO) must approve the crossing of Highway 101 with external loads.

(4) Operations between CR and FHL are authorized, using the tank trails. These trails parallel the north shore of the San Antonio Reservoir. Remain within 100 meters of the tank trail and maintain a minimum altitude of 1000 feet AGL.



(5) CAUTION: Do not over-fly the dam and the San Antonio recreation area. (Boat Launching Facilities, Vehicle Parking and Camping Areas).

### **3-11. Night/NVD Operations**

Units conducting night training on the Camp Roberts Military Installation must coordinate with the Airfield Commander, when Airfield Operations is open, or DPTMS at other times, before conducting such training. (See Appendix K).

### **3-12. Aerial Gunnery**

IAW AR 385-63, CR Reg 350-1 and unit's SOP.

### **3-13. Tactical Air Operations:** (See Appendix L)

**3-14. Other Special Aviation Related Operations** not referred to in this regulation are coordinated with the Airfield Commander and approved prior to commencing the operation.

### **3-15. Maintenance Test Flights**

Aviators conducting maintenance test flights (MTF) must coordinate with Airfield Operations before conducting the flight. Normally, MTFs are performed in the vicinity of Training Area "H" with the PC maintaining radio contact with Airfield Operations.

### **3-16. Emergency Procedures Training**

- a* Runway 14 and 32 are used for Emergency Procedures training.
- b* Emergency training maneuvers are conducted in compliance with AR 95-1, para 4-8, current ATM guidance, and DA and NGB policy and the following:
  - (1) Prior notification and concurrence with Airfield Operations is required, an Airfield Operations Officer must be on duty during all auto-rotations.
  - (2) Two-way radio communications is established with "Roberts Advisory"

### **3-17. Emergency Procedures**

- a* If an actual aircraft emergency or MEDEVAC flight should occur, all aircraft on the ground will stop and hold their positions and maintain radio silence. Aircraft in the air will fly clear of the emergency area and of R-2504. Aviators will follow the instructions of "Roberts Advisory" and communications held to an absolute minimum for safety.
- b* When Airfield Operations is closed, all aviators will take precautions deemed appropriate and necessary to handle any emergency.
- c* All emergency/precautionary landings must be reported to Airfield Operations or DPTMS to insure completion of a Serious Incident Report (SIR).

### **3-18. Emergency Medical Evacuation**

- a* Procedures in para 3-22 will apply to all aviators/aircraft.
  - b* All MEDEVAC requirements are requested through Roberts Range Control on FM 38.9 or, 6-8269, (805) 238-8220 or 911.
- NOTE: Calling 911 contacts MRY or SLO Emergency Medical Services and not the Camp Roberts Fire Department.

**3-19. Inadvertent IMC:** (See Appendix M).

**3-20. Weather**

- a.* Density altitude in the Camp Roberts Local Flying Area may range as high as 5,000 feet MSL during the summer months.
- b.* Local turbulence and high surface winds occur in the late afternoon and evening hours. Often, there may be a 180 degrees difference in wind direction between the northern and the southern boundaries of Camp Roberts
- c.* Ground fog is often a factor in flight planning. This weather phenomenon may develop rapidly during the early morning hours. Camp Roberts AAF does not have IFR landing capability; however, Paso Robles Municipal or San Luis Obispo County Airports are used as IFR airfields.

**3-21. Hazards and Cautions**

- a.* Wire Hazards: Many wire hazards are located throughout the Camp Roberts Military Installation. A current “Hazard Map” is maintained at Airfield Operations with the last date of verification posted.
- b.* Many field sites contain a fine powder dust, which can create immediate IMC conditions during take-off and landings.
- c.* Civilian fixed wing aircraft utilize Highway 101 as a guide around R-2504 and are operating in uncontrolled airspace. Use caution in the vicinity of Highway 101 and when in the traffic patterns for Camp Roberts AAF and Camp Roberts Heliport.
- d.* High performance aircraft utilize the IR and VR training routes in the Local Flying Area.

## APPENDIX A

### REFERENCES

#### A-1 PUBLICATIONS:

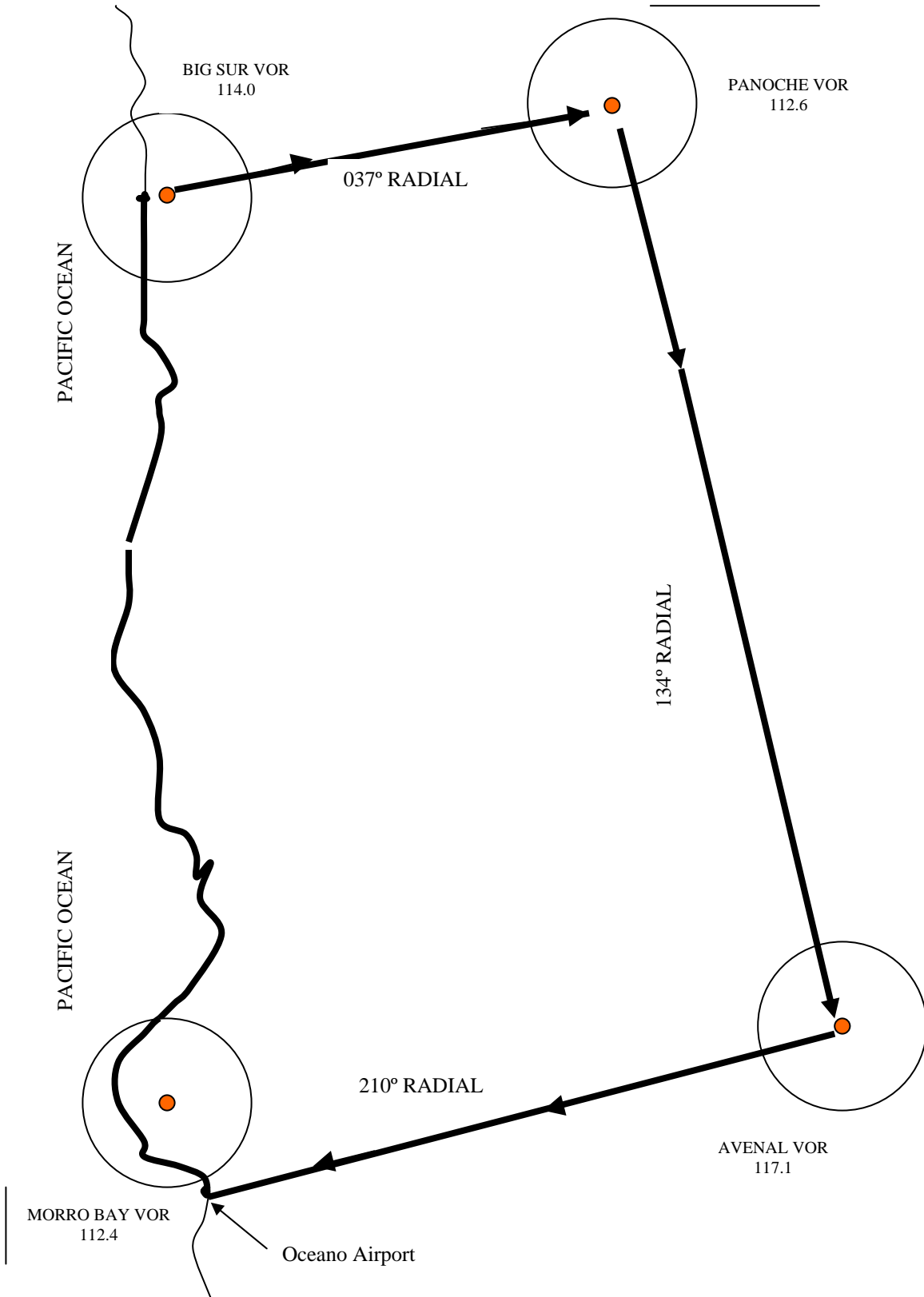
AR	95-1		30MAY90	Flight Regulations
AR	95-2		10AUG90	Air Traffic Control, Airspace, Airfields, Flight Activities, and Navigational Aids
AR	95-10		24MAY85	The US Military Notice To Airmen (NOTAMS) System.
AR	95-11		31MAY88	FAA FSS Interphone Communication Systems Procedure.
AR	385-40		11APR87	Accident reporting and Records.
AR	385-95	C1	15NOV82	Army Aviation: Accident Prevention
AR	420-90		01FEB85	Fire Protection
NGR	95-1		01NOV88	ARNG Aviation: Flight Regulations
NGR	95-3		01NOV88	ARNG Aviation: General Provisions, Training, Standardization, and Resources management.
NGR	95-210		01OCT90	ARNG aviation: General Provisions and Regulations for Aviation Training.
NGR	385-10	C1	21OCT88	Army National Guard Safety Program.
CAL ARNGR	95-1		05JUL89	Army Aviation: Flight Regulations
CAL ARNGR	95-3		05JUL89	Army Aviation: General Provisions, Training, Standardization, and Resources management.
CAL ARNGR	95-210		05JUL89	Army Aviation: General Provisions and Regulations for Aviation Training.
CAL ARNGR	385-95		05JUL89	Army Aviation: Accident Prevention and Flight Regulation.
CR Reg	25-31		15OCT90	Distribution of Camp Roberts Publications
CR Reg	40-1		01JUL88	Emergency Helicopter Medical Evacuation
CR Reg	40-5		01SEP89	Troop Medical Clinic Operations
CR Reg	190-5		26AUG87	Registration of Privately Owned Vehicles
CR Reg	190-13		06OCT88	Installation Security
CR Reg	350-1		05JAN87	The Use of Camp Roberts Facilities
CR Reg	350-3		01APR89	Range Regulation
CR Reg	385-95		01JUL91	Aviation Safety
CR Reg	710-1		15APR88	Supply Policy and Procedures
FHL Reg	350-2		01JUL89	Aviation Operations (Chapter 5)
FM	1-300		31OCT86	Flight Operations
FM	10-68		29MAY87	Aircraft Refueling
FM	10-69		22OCT86	Petroleum Supply Point Equipment and Operations
TC	1-204		27DEC88	Night Flight Techniques and Procedures
TC	95-93		22MAR89	Air Traffic Control Facility Operations and Training
FORSCOM Reg	350-3		01JAN84	Specialized Training in FORSCOM Active Components and Reserve Component Units (Chapter 3, Aviation)
DOD				Flight Information Publications (FLIP) (as appropriate for flight planning)
FAA				Regulations (as appropriate for flight planning)

A-2 FORMS

DD	Form	175	Military Flight Plan
DD	Form	175-1	Flight Weather Briefing
DD	Form	1896	Jet Fuel Identaplate
DD	Form	1898	Avfuels Into-Plane Contract Sales Slip
DD	Form	2028	Recommended Changes to Publication and Blank Forms
DA	Form	2696-R	Operational Hazard Report
DA	Form	3643	Daily Issues of Petroleum Products
DA	Form	4887-R	RW Performance Planning Card
DA	Form	5484-R	Mission Schedule/Brief
CR	Form	295	Noise Complaint
CR	Form	307	Training Logistical information
FHL	Form	2-73-R	Fort Hunter Liggett Aviation Briefing
FHL	Form	2710-R	Aviation Prior Planning request

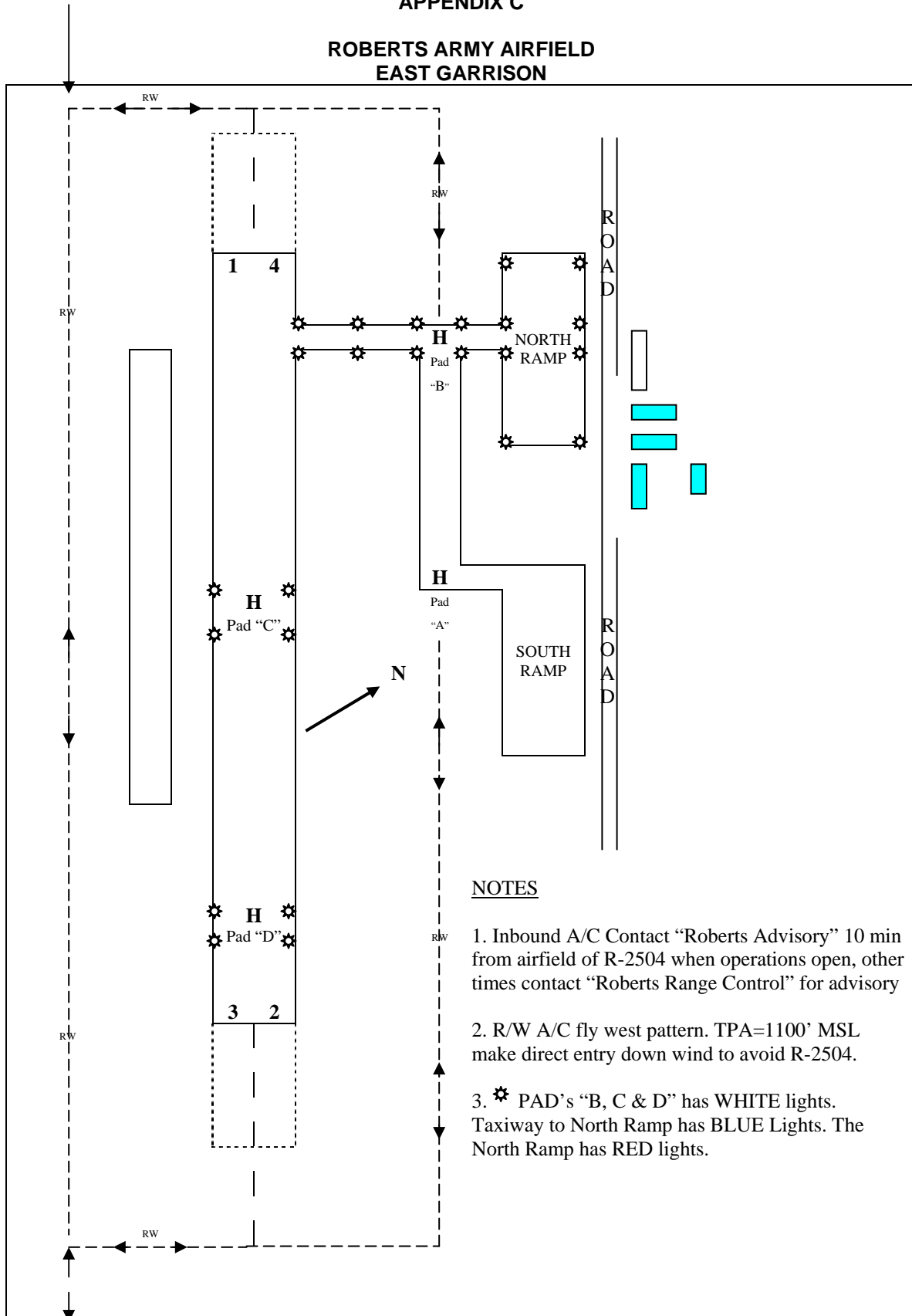
APPENDIX B

CAMP ROBERTS LOCAL FLYING AREA



# APPENDIX C

## ROBERTS ARMY AIRFIELD EAST GARRISON

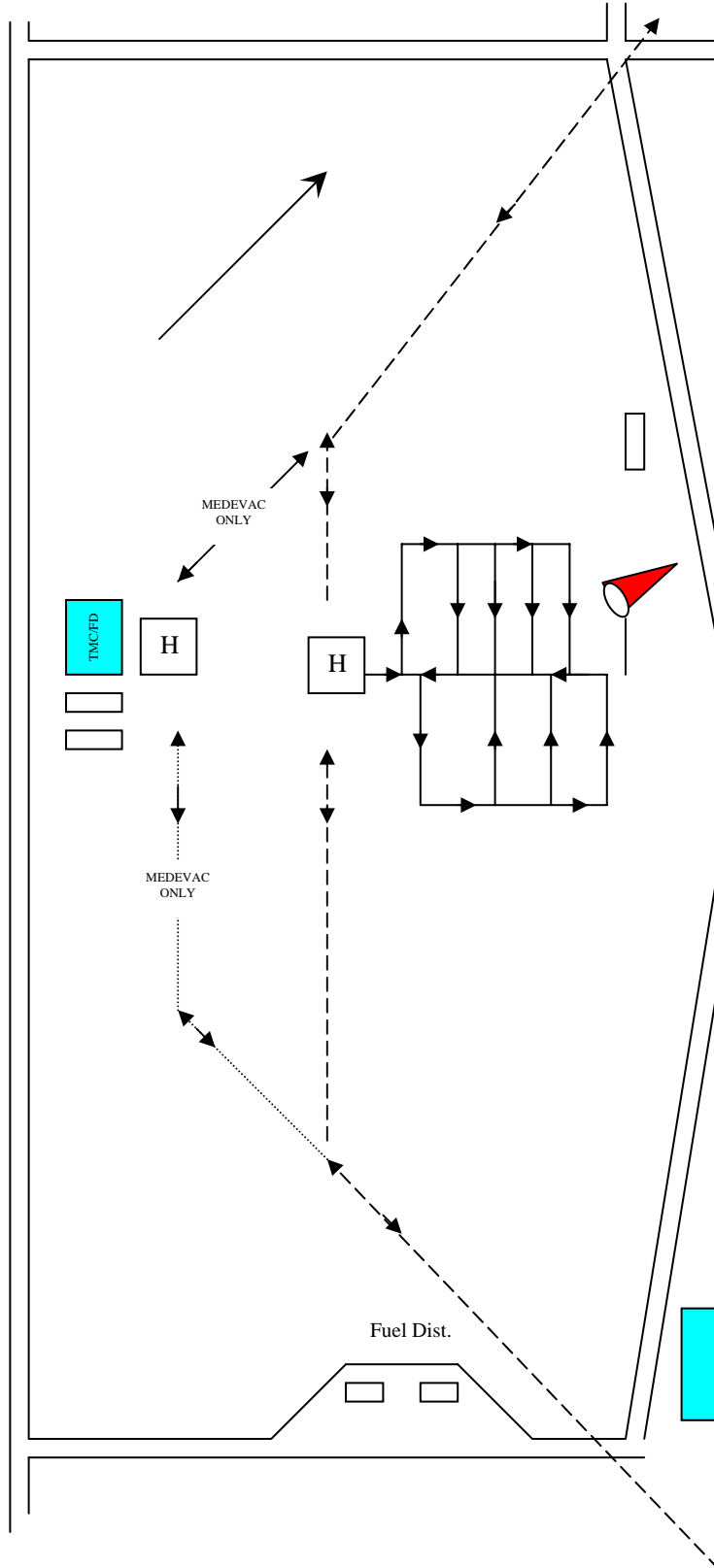


### NOTES

1. Inbound A/C Contact "Roberts Advisory" 10 min from airfield of R-2504 when operations open, other times contact "Roberts Range Control" for advisory
2. R/W A/C fly west pattern. TPA=1100' MSL make direct entry down wind to avoid R-2504.
3. \* PAD's "B, C & D" has WHITE lights. Taxiway to North Ramp has BLUE Lights. The North Ramp has RED lights.

## APPENDIX D

### CAMP ROBERTS PARADE FIELD HELIPORT THE PARADE FIELD IS CLOSED EXCEPT FOR MEDEVAC



"Roberts Advisory" FM 41.50  
VHF 126.2  
UHF 241.0

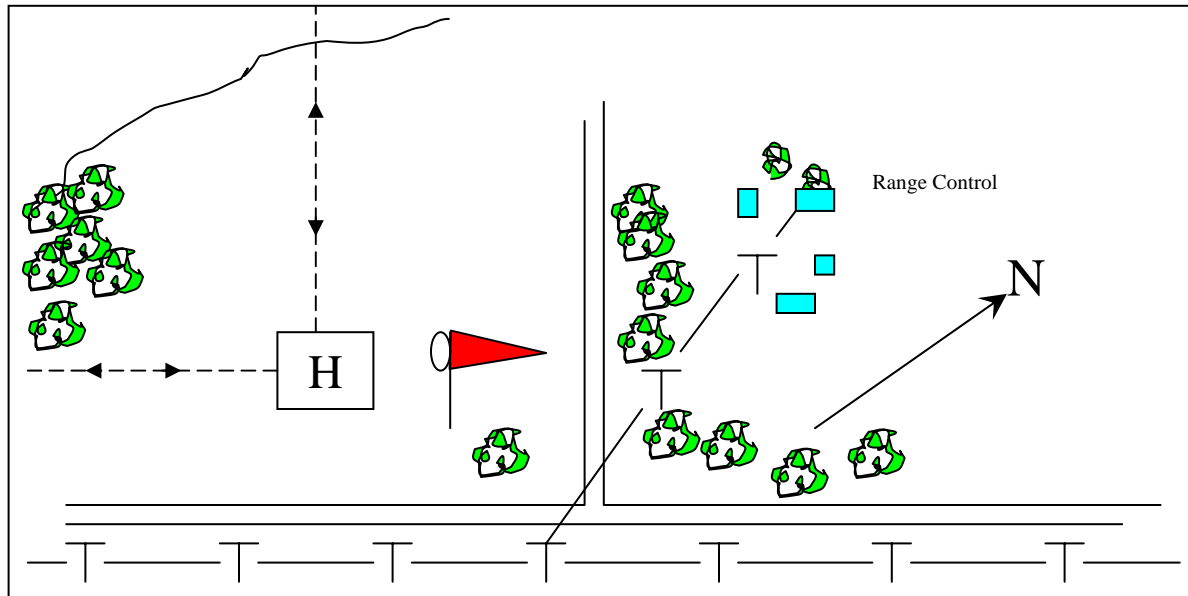
"Roberts Range Control"

FM 38.90/  
VHF 126.2

#### NOTES

1. Inbound A/C contact "Roberts Advisory" 10 mins from Airfield or R-2504 when operations is open, other times contact "Roberts Range Control" for advisory.
2. Approach and departure to/from helipad should utilize a 45° entry to final. Avoid over flying the fuel distribution point and cantonment buildings.
3. Telephone poles and power lined surround the entire Parade Field.
5. There are four parking pads to the North for UH-60 and lighter type helicopters and three parking pads to the South for CH-47 and lighter type helicopters.
6. Direction of traffic to the parking pads shall be as depicted.
7. A telephone is located at the base of the windsock pole.

**APPENDIX E**  
**RANGE CONTROL HELIPAD**

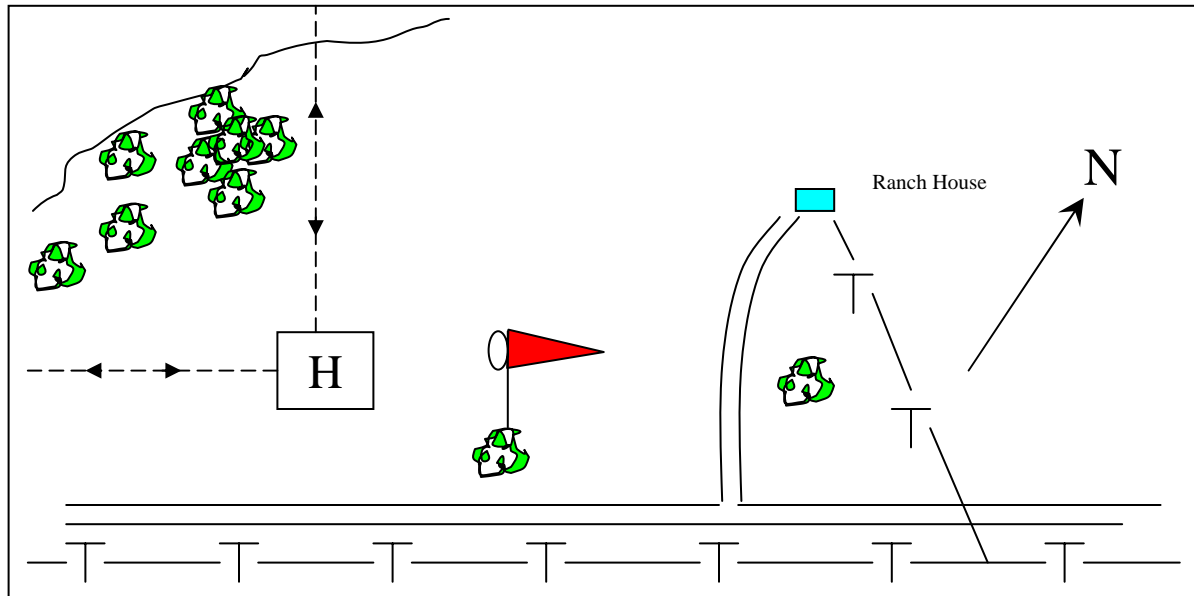


NOTE

1. Helipad is within restricted area R-2504.
2. PPR to land from Range Control is required.
3. Contact "Roberts Range Control" FM 38.9.
4. No helipad lighting.
5. Helicopter pad is configured of PSP.



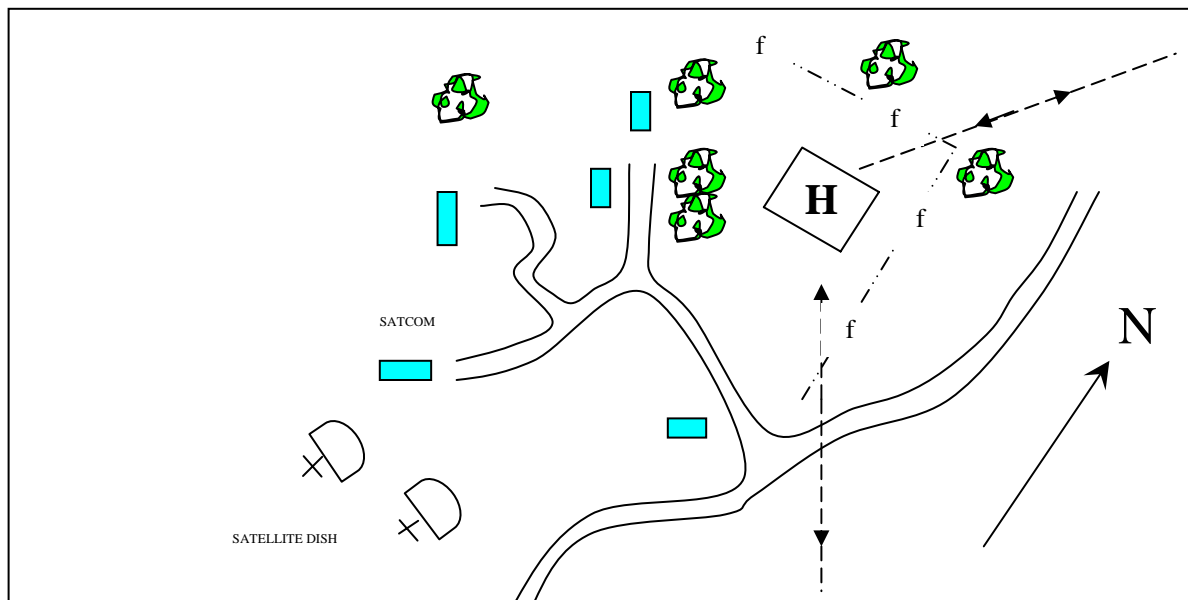
**APPENDIX F**  
**RANCH HOUSE HELIPAD**



**NOTE**

1. Helipad is within restricted area R-2504.
2. PPR to land from DPTMS or Airfield Commander.
3. Contact "Roberts Range Control" FM 38.9/VHF 126.2 prior to landing.
4. No helipad lighting.

**APPENDIX G**  
**SATCOM HELIPAD**



**NOTE**

1. Helipad is within restricted area R-2504.
2. PPR to land is required from the SATCOM Commander.
3. No lighting is available.
4. No radio communications are available at SATCOM.

## APPENDIX H

### Vehicle Operating Standards

All vehicles operating on the airfield will check into CRAAF Operations for clearance. The following standards will be observed by operators, at all times, when operating vehicles on the airfield, heliport, helipads, or ramps.

*a.* Ramp Flags: All vehicles not painted yellow, or classified as an emergency vehicle, will display a ramp flag whenever operating on landing areas, runways and taxiways, and will be preceded by a ground guide. Ramp flags will be removed from vehicles upon departing the airfield, heliport, helipads, or ramps. Ramp flags are available at CRAAF Operations.

*b.* Foreign Object Damage (FOD) Prevention: Before operation on the airfield, heliport, helipads or ramps, vehicle operators will ensure that all equipment carried is properly stowed and secured, and vehicle is inspected for objects that could cause damage to aircraft.

*c.* Tactical vehicles will have antennas secured.

*d.* Speed Limits: All vehicles, except required emergency vehicles, will operate at speeds less than ten (10) miles per hour (MPH) while on the airfield, heliport, helipad or ramps. Special purpose vehicles will not exceed five (5) MPH WHEN IN CLOSE PROXIMITY OF AN AIRCRAFT. Aircraft will never be towed faster than five (5) MPH.

*e.* Crossing taxiways, taxi lines and runways: All vehicle operators will ensure that runways, taxiways and taxilanes are clear prior to crossing. Vehicle operators will come to a complete stop at least 100 feet from the runway and will not proceed across until they visually cleared themselves.

*f.* Emergencies: When EMERGENCY vehicles are operating all other traffic will yield.

*g.* Taxing Aircraft: Under no circumstances will vehicles drive into the path of an aircraft except for the “guide” or “Follow Me” guide vehicle. No vehicle will follow taxing or hovering aircraft closer than 100 feet.

*h.* Parked Aircraft: No vehicle will park or drive closer than 25 feet of an aircraft unless necessary to accomplish run up or load/unload cargo.

*i.* Parking: All vehicles which do not require the operation of the engine to perform aircraft servicing operations will have the ignition turned off, brakes set, and gear lever place in park position at all times when the driver seat is vacated. Vehicles, which require operation of the engine to perform aircraft servicing, will have brakes set and wheels blocked/chocked and the driver will remain in the vehicle.

*j.* Backing of Vehicles: Vehicle operators will sound the vehicle horn and make a visual check to be certain there is sufficient clearance before proceeding. A ground guide will be utilized for all backing operations. Vehicles will not back into the immediate direction of any refueling operations. In those cases where backing toward an aircraft is necessary, a guide will post to prevent vehicles from backing into the aircraft.

CAUTION: All vehicles will approach parked aircraft with the driver’s side of the vehicle toward the aircraft.

*k.* Night Operations: No operation of vehicles is allowed while aircraft are approaching or taxing on the airfield.

*l.* Wheeled Equipment: All wheeled equipment, to include POL tool carts, when parked on the airfield are braked by means of anchors, jacks, other braking devices on the equipment, or chocks to prevent rolling.

# **APPENDIX I**

RNG	GRID	TIME	STAT	WPN	FP	GRID	TIME	STAT	WPN
L2*	GQ016 647			NLF	1	FQ 9766 5927			
L3*	GQ017 648				2	FQ 9747 5941			
L4	GQ018648				3	FQ 9705 5956			
L5	GQ021650				4	GQ 0181 6357			DFO
L6	GQ023661				5	FQ 9553 6000			
L7	GQ023644				6	GQ 0199 6298			DFO
L8	GQ023665				7	GQ 0089 6100			DFO
L9	GQ023672				8	GQ 0106 6041			DFO
L9A*	GQ023672				9	GQ 0077 5503			
L10*	GQ023668				10	GQ 0039 5499			
L12	FQ993695				11	GQ 0105 5578			
L13*	FQ992698				12	GQ 0082 5598			
L14	GQ022667				13	GQ 0050 5719			
L16	GQ012685				14	FQ 9978 6033			DFO
M22*	GQ984622				15	FQ 9998 6051			DFO
M37	FQ980673				16	FQ 9868 5941			
H40	FQ994620				17	FQ 9852 5763			
M40	FQ994629				18	GQ 0052 5361			
N15	FQ960620				19	GQ 0111 5458			
N18	FQ960615				20	GQ 0124 5448			
N19	FQ966611				21	FQ 9882 5795			
N20	FQ974612				22	GQ 0169 5335			
N21	FQ974612				23	GQ 0180 5499			
B41	GQ030627				24	GQ 0225 5497			
B42	GQ030628				25	FQ 9859 5923			
B43	GQ024630				26	FQ 9898 5941			DFO
H10	GQ048658				27	GQ 0010 6069			DFO
H13	GQ047657				28	GQ 0161 5931			DFO
Y33	FQ983585				29	GQ 0205 5967			
Y39	GQ038597				31	FQ 9779 6695			
					32	FQ 9877 6814			
					33	FQ 9905 6912			
DROP ZONES					34	GQ 0299 5513			
Sherwood DZ					35	GQ 0135 5377			
McMillian DZ					36	FQ 9999 5956			
TW Brother DZ					37	FQ 9698 6030			
Nacimiento DZ					38	GQ 0122 6028			
					39	FQ 9871 5817			
REMARKS:					HS	FQ 9806 6011			

\* Range's not depicted on the Camp Roberts Special (1985)

## Range Status Codes

P – PROPOSED

H – HOT

C – COLD

## Weapon Status

NLF- NO LIVE FIRE

DFO - DRY FIRE ONLY

DATE: \_\_\_\_\_

TIME(s): \_\_\_\_\_

UPDATE: \_\_\_\_\_

CR FORM 253 (08 AUG 01, REF: CR REG 350-1)

## **APPENDIX J**

### **TERRAIN FLIGHT OPERATIONS**

**J-1. Purpose:** The purpose of this Appendix is to outline the policies and procedures used in the conduct of terrain flying on the Camp Roberts Military Installation and establish the responsibilities of personnel and units involved.

**J-2. Objectives:** The ATM terrain flying tasks are assigned to refresh and perfect the aviation skills involved in terrain flying. The areas provided will allow Aviation Unit Commanders to integrate these skills into unit training operations and to conduct aviator training in techniques of terrain flight.

**J-3. Authorization:** Approval authorities for the Camp Roberts Terrain Flying Areas are the Camp Roberts Installation Commander and State Army Aviation Officer (SAAO).

**J-4. Command and Control:** The Aviation Unit Commander is responsible to assure that all proper coordination with Airfield Operations is accomplished before beginning terrain flight operations and ensure this Appendix is followed.

**J-5. Location/Description:** Two (2) Terrain Flying Areas are established on the Camp Roberts Military Installation.

*a. North Terrain Flying Area:* The North Terrain Flying Area is an area between Camp Roberts AAF (East Garrison) and the Camp Roberts northern boundary and consists of Training Areas H & I and shown on the Camp Roberts Military Installation Map.

*b. South Terrain Flying Area:* The south Terrain Flying Area is an area between West Perimeter Road and the Camp Roberts southwestern boundary and consists of Training Areas R, S, T, U and V, as shown on the Camp Roberts Military Installation Map.

**J-6. Course Use**

*a. Terrain Flying Areas* are under the direct control of Airfield Operations, and Range Control when Airfield Operations is closed. When open, Airfield Operations will coordinate directly with Range Control for usage of the TAs.

*b. When requesting use of the Terrain Flying Areas*, the aviation unit or PC will provide the dates the area is requested, the estimated time entering the area and the estimated time leaving the area to Airfield Operations, or Range Control when Airfield Operations is closed.

*c. A map depicting the Terrain Flying Areas* is displayed in Airfield Operations and Range Control. This map also indicates known terrain flying hazards.

*d. Aviation units or PC* will safety check the Terrain Flying Area for obstacles and hazards prior to each use.

*e. A recon flight at 500 feet AGL or above* will ensure safety and spot hazards and obstacles. Flights are planned to avoid over-flying animals and personnel on the ground. If conditions warrant, each aviation unit will update their maps in Airfield Operations, when open, and/or Range Control after the reconnaissance and prior to use of the area.

*f. Recommend only one aircraft per Terrain Flying Area.* However, a Control/Safety aircraft is used when more than one aircraft is flying in an area. The Control/Safety aircraft will provide relay communications to Airfield Operations/Range Control.

## **J-7. Weather**

a. Terrain flying/tactical training is **not** conducted when weather conditions are less than :

- (1) Day -----Ceiling ----500 feet; visibility ½ mile
- (2) Night----Ceiling---1,000 feet; visibility 1 mile

b. Flight training in the Terrain Flying Areas is conducted only when weather permits. The unit or Airfield Commander may terminate flying when it appears that unsafe weather conditions exist.

c. Inadvertent IMC (See Appendix M).

## **J-8. Communications**

a. When using the Terrain Flying Areas, maintain radio contact with “Roberts Advisory”, if open, and “Roberts Range Control” at other times.

b. A common check is made with “Roberts Advisory/Roberts Range Control” on the appropriate frequencies prior to entering the Terrain Flying Areas. This is the initial contact with these advisories.

c. Position reports are given to “Roberts Advisory/Roberts Range Control” when entering the Terrain Flying Area and departing the Terrain Flying Area and no less than every 15 minutes, while in the Terrain Flying Area.

d. In case of lost communications, aircraft operating in the Terrain Flying Areas will climb to altitude and attempt radio contact. If no contact is made, aircraft will exit R-2504 and return to Camp Roberts AAF, or the unit location, and notify Airfield Operations and/or Range Control personnel.

## **J-9. Flight Training Light**

a. A qualified Nap of the Earth (NOE) Unit Trainer (UT) or Instructor Pilot (IP) will conduct training. The UT or IP is responsible to ensure discussion with participating crewmembers the following:

- (1) Uniforms and equipment.
- (2) Aircraft assignment and mission to be flown.
- (3) Preflight briefing (includes weather), PPC Card.
- (4) Map recon (to include routes to and from area).
- (5) Communications.
- (6) Emergencies and rescue.
- (7) Debriefing.

b. The unit will only conduct refresher and operational terrain flying in the Camp Roberts Terrain Flying Areas.

# **APPENDIX K**

## **Night/NVD Flight Operations**

**K-1. General:** The following are procedures for operating with Night Vision Devices (NVD) on the Camp Roberts Military Installation. All personnel will observe these procedures during NVG training and NVG flight missions to ensure safe operations.

## **K-2. Training Requirements**

a. Camp Roberts AAF and Camp Roberts Heliport are used to conduct traffic pattern training. Other traffic pattern training may be conducted at a field landing sites when coordinated with Airfield Operations or DPTMS.

b. The North and South Terrain Flying Areas are used to conduct confined area operations and terrain flight training. Designated NOE routes are established within these areas. Training Area “W” is used for Task Training. Other training areas for NVG are used when coordinated with Airfield Operations. Airfield Operations will coordinate with Range Control for the use of additional training areas.

c. Frequencies: Aircraft operating with NVG’s will maintain positive radio communications with Airfield Operations, Range Control and/or with another C & C aircraft at all times. Radio contact is reestablished every 15-minutes.

d. Weather:

(1) NVD/NVG Training/flight missions are not conducted when weather conditions are less than : Night---ceiling ---1000 feet; visibility ---1 mile

(2) Inadvertent IMC (See Appendix O)

e. Safety:

(1) Aviation units/aviators will provide their unit NVD SOP to Airfield Operations prior to conducting these operations.

(2) Aircrews will review the current “Hazards Map”. A safety flight over the planned operations area during daylight hours is highly recommended.

(3) Airfield Operations will insure that aircraft separation is maintained by authorizing only a limited number of aircraft at one time in the training area. Airfield Operations will also coordinate between different units operating at one time. Airfield Operations will publish and distribute appropriate NOTAMS. When Airfield Operations is not operational, the utilizing unit ensures aircraft separation.

(4) Special Instructions: Airfield Operations must approve any deviations from these training requirements.

(a) Aircraft lighting – Normally, NVG aircraft operating less than 200 feet AGL will operate with navigation lights on dim, with all other lights off. All other times, anti-collision lights will be turned on.

(b) Airfield Operations can adjust airfield and/or heliport lighting to the desires of the operating unit during NVG training/missions.

NOTE:IAW AR 95-2, for NVD lights-out operations, Airfield Operations must advertise each approved training area to all airport operators within 50 miles of the training area for 60 days preceding its initial use. (PRB, KIC, SBP, CSL, HGT.)

## **APPENDIX L**

### **Tactical Air Operations**

**L-1.** Purpose: The purpose of this Appendix is to outline the policies and procedures used in the conduct of Tactical (TAC) Air Operations on the Camp Roberts Military Installation and establish responsibilities of personnel and units involved.

**L-2.** Responsibilities: Range Control, in conjunction with the Forward Air Control (FAC) or Air Force Liaison Officer (ALO), will establish an advisory service for all TAC Air aircraft. Range Control will receive individual mission approval/disapproval from DPTMS on all TAC Air missions. The ALO or FAC is responsible for activating and deactivating the MOA through coordination with Lemoore NAS.

### **L-3.** Procedures

a. ALO/FAC must check in with Range Control one hour prior to scheduled TAC Air Mission.

b. Ten (10) minutes prior to TAC Air aircraft entering R-2504, the ALO/FAC must request Range Control to put all ranges/firing points in a "Check Fire" and notify Airfield Operations, if open, of TAC Air on station.

c. Range Control is the link between the TAC Air and the FAC or ALO. TAC Air aircraft will enter the airspace via Paso Robles VPRTAC (114.3 PRB CH90). After passing the VORTAC, TAC Air aircraft will contact the FAC or ALO for approval to continue the mission or begin holding. When TAC Air aircraft is given approval to depart holding and begin the mission, they will maintain a minimum of 500 feet AGL or the base of MOA, whichever is higher. When attacks in the target area are complete, the aircraft will exit the training area at 500 feet AGL or the base on the MOA, whichever is higher.

**L-4. Lost Communications:** If TAC Air Aircraft develops lost communications while in the Camp Roberts' airspace, the following procedures are followed:

a. If communication is lost with the FAC or ALO, TAC Air aircraft can advise Hawthorn FSS or Oakland Center of its problem and request that they advise Camp Roberts Range Control or Airfield Operations that they are departing the area.

b. If TAC Air aircraft has a complete communication failure, they will exit the Camp Roberts airspace and proceed to PRB VORTAC and follow the procedure listed in their unit SOP or the Flight Information Handbook.

**L-5. Inadvertent IMC:** If TAC Air aircraft should encounter IMC, they should execute inadvertent IMC recovery procedure IAW their unit SOP and contact Hawthorn FSS or Oakland Center with their intentions.

**L-6. TAC Air aircraft should avoid over-flight of:**

a. Camp Roberts Headquarters (GQ 031637) area.

b. Ammunition Supply Point (ASP) (GQ 004620) located in the vicinity south Range Control.

c. SATCOM site (GQ 033566) located in the southeastern portion of Camp Roberts. In addition, aircraft will remain ½ km radius from the site.

## **APPENDIX M**

### **Inadvertent IMC & VHIRP**

**M-1. Vertical Helicopter Instrument Recovery Procedure (VHIRP):** IAW AR 95-2, para 9-3, and AR 95-3, para 2-4, Commanders who conduct tactical terrain flight training in weather conditions below those listed in table 5-1, AR 95-1, have a requirement to establish VHIRP. Terrain flight training on the Camp Roberts Military Installation is conducted IAW CR Reg 95-1, Appendix L, para L17. Therefore, the IC of Camp Roberts has not established a VHIRP.

**M-2. Inadvertent IMC Recovery Procedures:**

a. No single procedure or plan can cover all situations in which aviators may encounter IMC unexpectedly. Therefore, careful preflight planning and constant updating of weather conditions are a must. These procedures are recommended if IMC is entered unexpectedly while conducting tactical/terrain flight operations in the Camp Roberts Terrain Flying Areas. Aviators operating in other areas must evaluate the situation and take appropriate actions to safely recover their aircraft.



- (1) Immediate action of the aviator/aircraft: Upon entering IMC unexpectedly, the following immediate actions are recommended regardless of location(s):
- (a) Transition to instrument flight.
  - (b) Level the aircraft.
  - (c) Maintain heading.
  - (d) Establish a climb with power and airspeed.
- (2) Implementation of the Inadvertent IMC Recovery Procedure, after gaining positive control of helicopter:
- (a) If R-2504 is active, contact “Roberts Range Control” and request “Check Fire”.
  - (b) Set transponder code to 7700 (Emergency).
  - (c) Climb to 4,50 feet MSL or VFR conditions on top.
  - (d) Contact “Oakland Center” on 128.7 or 307.0 with request, - “This is Army 12345, Inadvertent IMC, request .....”. If unable, contact Hawthorn FSS on 122.4 or 255.4. If necessary, contact these stations on emergency frequencies 121.5 or 243.0.
- (3) In the event of lost communication, proceed direct to PRB VORTAC and execute an approach, remain on Transponder code 7700.
- NOTE: Ground Control Approaches (GCA) are available at NAS Lemoore and Vandenberg AFB. The nearest is NAS Lemoore.
- b. Units conducting formation flights must establish a procedure in their unit SOP to ensure safe recovery of formation flights.